4.1 Aesthetics

This section describes the existing aesthetic and visual setting of the sewer, water, and recycled water service areas, followed by an analysis of the potential aesthetic impacts of the CIP projects proposed in the Master Plans.

As discussed in Chapter 4, Environmental Analysis, the following CIP projects have been adequately addressed in previous CEQA documents and are not included in this analysis: Sewer CIP Projects SR-6, SR-10, SR-25, N-1, N-2, N-5, N-7, N-8, N-10, N-11, I-3, I-4, I-5, and I-6; Water CIP Projects 7, 8, 40, R6; and Recycled Water CIP Project ES3.

4.1.1 Environmental Setting

4.1.1.1 Existing Conditions

City of Carlsbad

Carlsbad is characterized by a mixture of natural and urban landforms. Along the coast, Carlsbad contains sandy beaches and high coastal bluffs. East of Interstate 5, the topography transitions to feature rolling hills and valleys. Other natural resources include three lagoons (Buena Vista, Agua Hedionda, and Batiquitos) spread between hills, rock outcrops, native plants and habitat, and panoramic public views of the horizon, foothills, lagoons, and the Pacific Ocean. Public views of the ocean, lagoons, open space lands, and back country are considered scenic resources in the Carlsbad Open Space and Conservation Element.

The urban environment includes historic buildings, landscaping, signage/monuments, and works of art. There is no dominant architectural theme throughout Carlsbad; however, there is a concentration of older Victorian style structures in the northwestern portion of the city and many Spanish and western ranch style buildings in the southeastern portion. The industrial portion of Carlsbad is characterized by large industrial parks nestled into the hills with a variety of glass/concrete office, manufacturing, and warehouse buildings. Urban activity is considered a scenic resource in the Carlsbad General Plan.

Existing water, sewer, and recycled water facilities are part of the existing aesthetic environment. Cylindrical steel or concrete water reservoirs are scattered through the city. The largest above-ground facilities include the Encina Water Pollution Control Facility and Carlsbad Water Recycling Facility (CWRF) near the coast along Interstate 5, Maerkle Dam in the eastern portion of the city, and Lake Calavera Reservoir to the northeast.

The Circulation Element of the Carlsbad General Plan includes four categories of scenic roadways that provide scenic and unique views of visual resources within the city. The four categories and transportation routes identified for each are listed below.

1. **Community Theme Corridors** connect Carlsbad with adjacent municipalities and present the city to persons entering and passing through the community. Community Theme Corridors include El Camino Real, Carlsbad Boulevard, Palomar Airport Road, La Costa Avenue, and Melrose Drive.

2. **Community Scenic Corridors** interconnect major subareas of the present and planned Carlsbad community. They include College Boulevard, Cannon Road, Carlsbad Village Drive, Faraday Avenue, Interstate 5, La Costa Avenue, Olivenhain Road/Rancho Santa Fe Road, and Poinsettia Lane/Carrillo Way.
3. **Natural Open Space and Recreation Corridors** offer spectacular views of waterscapes, landforms, wildlife, and the Pacific Ocean, and include Adams Street/Park Drive, Batiquitos Drive, and Jefferson Street (the portion adjacent to the Buena Vista Lagoon).
4. **Railroad Corridor** presents the city to people passing through by rail, on the Atchison, Topeka, & Santa Fe (AT&SF) Railroad line.

Remaining Service Area

A portion of the proposed CMWD recycled water service area extends into the southwest corner of Oceanside, the western edge of the city of Vista, and the northwest edge of the city of San Marcos. The visual character of these areas is primarily dominated by suburban single family residential and commercial development. The future recycled water service area in this area of Vista is characterized by industrial development surrounded by suburban residential neighborhoods. Small open spaces and vacant lots are interspersed throughout development in all three cities. Undeveloped hills separate concentrated development areas and provide larger areas of open space. There are no designated scenic resources or scenic open space areas in this area of Oceanside. There are no designated scenic resources in the project areas of San Marcos or Vista; however, undeveloped hillsides and open spaces throughout the cities may be considered scenic.

4.1.2 Regulatory Framework

Carlsbad General Plan

The Open Space and Conservation Element of the Carlsbad General Plan contain policies for the development of a comprehensive, connected open space system and for the protection and conservation of Carlsbad's natural and historic resources. The intent of this element is to establish goals and policies that realize the social, economic, aesthetic and environmental benefits which accrue from the preservation of open space within an urban environment. The Open Space and Conservation Element addresses eight topics: Open Space Planning and Protection, Obtaining Open Space, Special Resource Protection, Trails/Greenway System, Promotion of Agriculture, Air Quality Preservation, Water Quality Protection, and Historic and Cultural Preservation. Additionally, the Carlsbad General Plan establishes protection for scenic resources in the Circulation Element. The Circulation Element includes a Scenic Roadways section, the goal of which is to preserve and enhance the visual, environmental and historical characteristics of the local community through sensitive planning and design of transportation and utility corridors. This element establishes four categories of scenic corridors and designates streets to be included within those categories. The Scenic Roadways section includes the following policies to protect scenic views and resources:

C.6 Enhance and preserve the natural and developed environments along each designated scenic route.

C.7 Approve projects adjacent to El Camino Real only if the proposed project is consistent with the El Camino Real Corridor Development Standards.

C.8 Coordinate the planning, design and implementation of designated scenic corridors with the Planning, Engineering, Parks and Recreation and Utilities and Maintenance Departments.

C.9 Coordinate the scenic corridor program with the state, county and adjacent cities wherever possible.

C.10 Review the need to establish additional special overlay zones along designated scenic corridors and initiate the appropriate rezoning if an overlay zone is warranted.

C.11 Develop guidelines to improve the visual quality of the corridor adjacent to the AT&SF Railway.

4.1.3 Project Impacts and Mitigation

4.1.3.1 Issue 1: Visual Character and Quality

Aesthetics Issue 1 Summary

Would any of the CIP projects in the Sewer, Water, or Recycled Water Master Plans substantially degrade the existing visual character or quality of the project sites and their surroundings?

Impact: Construction and operation of the CIP projects would not degrade the existing visual character of project sites and their surroundings.

Mitigation: No mitigation required.

Significance Before Mitigation: Less than significant.

Significance After Mitigation: Impacts would be less than significant without mitigation.

Standards of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the Master Plans would have a significant impact if any of the proposed CIP projects would substantially degrade the existing visual character or quality of the project sites and their surroundings.

Impact Analysis

Implementation of certain proposed CIP projects included within the Master Plans could result in temporary and permanent visual impacts. Construction and operational impacts are discussed below.

Construction

Temporary visual impacts would occur from construction of all types of CIP projects, including pipelines, pump/lift station construction and removals, new access roads, trenching and stockpiling, and presence of heavy construction equipment. Construction of the majority of proposed CIP projects would involve the disturbance of ground cover, grading, excavation, material stockpiles, and the presence of construction equipment, all of which would temporarily degrade the pre-existing visual character at the CIP construction site and its surroundings. Short-term impacts associated with construction would be a substantial adverse change in existing visual character. As discussed in Section 2.6.2 (Project Design

Features), the City and CMWD have committed to the following measures to minimize potential effects on aesthetics to neighborhoods surrounding the CIP projects during construction activities:

- Demolition debris will be removed in a timely manner for off-site disposal.
- Tree and vegetation removal will be limited to those depicted on construction drawings.
- Construction lighting will be shielded or directed away from adjacent residences.
- All roadway features (signs, pavement delineation, roadway surfaces, etc.) and structures within state and private rights-of-way will be protected, maintained in a temporary condition, or restored.
- Disturbed areas will be restored following construction consistent with original site conditions and surrounding vegetation. If removed vegetation included invasive plant species, the restored area shall be revegetated with a mix of native, non-invasive plants that are compatible with the surrounding setting. If necessary, a temporary irrigation system will be installed and maintained by CMWD or the City, or watering trucks will be used at a frequency to be determined by CMWD or the City to maintain successful plant growth. For proposed CIP pipeline projects that would require trenching or that would require the temporary removal of concrete or asphalt, the disturbed area will be repaved to be consistent with the existing material.

Therefore, visual impacts would be minimized during construction activities and disturbed areas would be re-vegetated or repaved to ensure that all disturbed areas of the construction site return to pre-existing visual character conditions after completion of construction. Temporary construction impacts would be less than significant.

Operation

Most of the proposed CIP projects are below-ground installations, interior improvements to existing facilities, or minor exterior repairs and rehabilitations to existing facilities. Following construction, these projects would have no visual impact. The large majority of projects proposed under the Master Plans would not result in permanent visual effects. However, certain above-ground CIP projects (i.e., lift station removals, new above-ground structures, and pipeline access roads) have the potential to result in varying degrees of long-term, permanent visual impacts, as discussed below.

Sewer CIP Projects

The Vancouver lift station and Simsbury lift station are also proposed to be removed following pipeline construction (CIP Projects SR-14 and N-9). Once complete, the effect of removing these above-ground infrastructure facilities would be a visual benefit. The lift stations would be replaced by underground pipeline that would have no visual effect.

CIP Projects SR-19 and SR-23 propose new gravel access roads in undeveloped areas. CIP Project SR-22 proposes new gravel access roads throughout the sewer service area. The access roads would be located along existing dirt roads and trails. The access roads would be constructed using gravel or decomposed granite and would not permanently alter the color, texture, and pattern of the naturally vegetated landscape. Impacts from these CIP projects would be less than significant.

The remaining Sewer CIP projects are below-ground installations, interior improvements to existing facilities, or minor exterior repairs and rehabilitations to existing facilities. Following construction, these projects would have no visual impact.

Water CIP Projects

CIP Project F14 proposes a new concrete pump station building (20 feet by 30 feet). This project would be located in an existing residential neighborhood on a site that does not currently contain any infrastructure. As discussed in Section 2.6.2 (Project Design Features), the CMWD has committed to the following measure to minimize potential effects on aesthetics to neighborhoods surrounding the CIP projects: Above-ground components such as pump stations will be designed with exterior fencing, paint, and vegetative screening to reduce aesthetic impacts in visually sensitive areas. Therefore, this CIP project would be designed to be compatible with the surrounding residences. This impact would be less than significant.

CIP Project PS1 would install a new building (24 feet by 20 feet) at the existing Calavera pump station. Because this is an existing structure at this location, the incorporation of an additional facility would not result in a new infrastructure land use in the area, and would be visually consistent with the existing utilitarian appearance of the Calavera pump station. Impacts from this CIP project would be less than significant.

CIP Project PS2 would remove the existing Ellery pump station and replace it with a portable pump station. This project would replace an existing structure with a similar use; therefore, it would not change the existing character or quality of the site. Impacts from this CIP project would be less than significant.

CIP Project PS3 would remove the existing Buena Vista pump station and tank. Once complete, the effect of removing these above-ground infrastructure facilities would be a visual benefit. Impacts from this CIP project would be less than significant.

CIP Project 52 proposes a new well and reverse osmosis treatment plant. This facility would be installed on CMWD property that has been previously graded and used for two wells, a pump station, and steel tank. However, the site does not currently contain any infrastructure. CMWD has committed to the following measure to minimize potential effects on aesthetics to neighborhoods surrounding the CIP projects: Above-ground components will be designed with exterior fencing, paint, and vegetative screening to reduce aesthetic impacts in visually sensitive areas. Therefore, this CIP project would be designed to be compatible with the surrounding residences. This impact would be less than significant.
The remaining Water CIP projects are below-ground installations, interior improvements to existing facilities, or minor exterior repairs and rehabilitations to existing facilities. Following construction, these projects would have no visual impact.

Recycled Water CIP Projects

CIP Project P77 proposes the relocation of the “E” Tank to the existing Twin D Tank Site. Because the Twin D Tank Site is part of the existing environment, the incorporation of an additional tank at that site would not result in a new land use in the area, and would be visually consistent with the utilitarian appearance of the existing tank. Impacts would be less than significant.

The remaining Recycled Water CIP projects are below-ground installations, interior improvements to existing facilities, or minor exterior repairs and rehabilitations to existing facilities. Following construction, these projects would have no visual impact.

Mitigation Measures

Impacts related to visual character and quality would be less than significant. No mitigation is required.

Significance After Mitigation

Impacts to visual character and quality would be less than significant without mitigation.

4.1.3.2 Issue 2 – Scenic Vistas

Aesthetics Issue 2 Summary

Would any of the CIP projects in the Sewer, Water, and Recycled Water Master Plans have a substantial adverse effect on a scenic vista?

Impact: The CIP projects would not have a substantial adverse effect on scenic vistas.	**Mitigation:** No mitigation required.
Significance Before Mitigation: Less than significant.	**Significance After Mitigation:** Impacts would be less than significant without mitigation.

Standards of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the Master Plans would have a significant impact if any of the CIP projects would have a substantial adverse effect on a scenic vista. For the purposes of this analysis, scenic vistas include any area designated as scenic by the cities of Carlsbad, Vista, Oceanside, or San Marcos in the sewer, water, and recycled water service areas.

Impact Analysis

As discussed above in Section 4.1.3.1 (Issue 1), permanent visual impacts related to proposed CIP projects within the Master Plans would only occur from above-ground facilities, including new buildings, a bridge, and pipeline access roads.

Sewer CIP Projects

The Vancouver lift station and Simsbury lift station would be removed following pipeline construction (CIP Projects SR-14 and N-9). Once complete, the effect of removing these above-ground infrastructure facilities would be a visual benefit.

Sewer CIP Projects SR-19, SR-22, and SR-23 would result in the construction of new gravel access roads in open space areas within Carlsbad. Open space land is considered a scenic resource in the Carlsbad General Plan. However, the access roads would follow existing dirt roads and trails and would not permanently alter the color, texture, and pattern of the naturally vegetated landscape. Therefore, the access roads would not result in a substantial adverse change to views of scenic open space.

Water CIP Projects

Several of the Water CIP projects would involve constructing new facilities on CMWD property that contains existing infrastructure, including CIP Projects PS1, and PS2. These projects would be visually consistent with existing views of the sites and would not result in an adverse effect on a scenic vista. Water CIP Projects F14 and 52 propose a new concrete pump station and a new groundwater treatment plant. These projects would be located in an existing neighborhood on a site that does not currently contain any infrastructure. However, these areas do not contain any scenic resources. Therefore, these projects would not substantially degrade a scenic vista. Impacts from these CIP projects would be less than significant.

Water CIP Project PS3 would remove the existing Buena Vista pump station and tank. Once complete, the effect of removing these above-ground infrastructure facilities would be a visual benefit. The remaining CIP projects would be located underground or would make improvements to existing facilities; therefore, implementation of the Water CIP projects would result in a less than significant impact to scenic vistas.

Recycled Water CIP Projects

Recycled Water CIP Project P77 would involve moving an existing steel tank to another CMWD property that contains existing infrastructure, including tanks. This project would be visually consistent with existing views of the site and would not result in an adverse effect on a scenic vista. The remaining CIP projects would be located underground or would make improvements to existing facilities; therefore, implementation of the Recycled Water CIP projects would result in a less than significant impact to scenic vistas.

Mitigation Measures

Impacts related to scenic vistas would be less than significant. No mitigation is required.

Significance After Mitigation

Impacts to scenic vistas would be less than significant without mitigation.

4.1.3.3 Issue 3 – Scenic Resources

Aesthetics Issue 3 Summary

Would construction of any CIP projects in the Sewer, Water, or Recycled Water Master Plans substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact: The proposed CIP projects would not substantially damage scenic resources.	**Mitigation:** No mitigation required.
Significance Before Mitigation: Less than significant.	**Significance After Mitigation:** Impacts are less than significant without mitigation.

Standards of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the Master Plans would have a significant impact if any of the CIP projects would substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

Impact Analysis

There are no designated State Scenic highways in the project study area; therefore, no impacts related to scenic highways would occur (Caltrans 2012). However, Interstate 5 is an eligible State Scenic highway and Carlsbad has its own scenic roadways program. Scenic roadways listed in the Carlsbad General Plan include El Camino Real, Carlsbad Boulevard, Palomar Airport Road, La Costa Avenue, Melrose Drive, College Boulevard, Cannon Road, Carlsbad Village Drive, Faraday Avenue, Interstate 5, La Costa Avenue, Olivenhain Road/Rancho Santa Fe Road, and Poinsettia Lane/Carrillo Way, Adams Street/Park Drive, Batiquitos Drive, and Jefferson Street (the portion adjacent to the Buena Vista Lagoon). The AT&SF Railroad line is also considered a scenic corridor.

There are numerous CIP projects proposed in proximity to these roadways and the railroad line. However, as discussed above in Section 4.1.3.1 and Section 4.1.3.2 (Issues 1 and 2), permanent visual impacts related to proposed CIP projects within the Master Plans would only occur from above-ground facilities, including new buildings, a bridge, and pipeline access roads. Many of the CIP projects would involve constructing new facilities on City and CMWD property in Carlsbad, Oceanside, San Marcos, and Vista that contains existing infrastructure, and would not result in the removal of any scenic resources. Additionally, due to the small size of the sites, motorists on the scenic roadways and passengers on the rail line would not be able to view the above-ground projects for any substantial length of time, including access road projects. Additionally, any above-ground components would be designed with exterior fencing, paint, and vegetative screening to reduce aesthetic impacts in visually sensitive areas. Therefore, impacts to scenic resources would be less than significant.

Mitigation Measures

Impacts related to scenic resources are less than significant. No mitigation is required.

Significance After Mitigation

Impacts to scenic resources are less than significant level without mitigation.

4.1.3.4 Issue 4 – Lighting and Glare

Aesthetics Issue 3 Summary

Would any of the CIP projects in the Sewer, Water, and Recycled Water Master Plans create a new source of substantial light or glare which would adversely affect day or nighttime views in the immediate vicinity of the CIP projects?

Impact: Lighting and glare associated with the project would not adversely affect day or nighttime views.

Mitigation: No mitigation is required.

Significance Before Mitigation: Less than significant.

Significance After Mitigation: Impacts are less than significant without mitigation.

Standards of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the Master Plans would have a significant impact if any of the CIP projects would create a new source of substantial light or glare that would adversely affect day or nighttime views in the immediate vicinity of the CIP projects. Impacts of lighting on biological resources are discussed in Section 4.2 (Biological Resources) of this EIR.

Impact Analysis

Nighttime lighting associated with the CIP projects would be limited to above-ground facilities, which would only include emergency lighting and security lighting. As described above in Issues 1 through 3, most of the new above-ground facilities would be located on City and CMWD sites that contain existing infrastructure. The minimal new emergency or security lighting associated with these projects would not substantially increase lighting compared to existing similar lighting on these existing sites. The potential for remaining CIP projects to result in new lighting or glare impacts is discussed below.

Sewer CIP Projects

Sewer CIP Projects SR-19, SR-22, and SR-23 would result in the construction of new gravel access roads. However, the access roads would not include any lighting or reflective surfaces. Therefore, impacts related to these CIP projects would be less than significant.

Water CIP Projects

Water CIP Project F14 proposes a new concrete pump station in an existing residential neighborhood. The proposed above-ground structure would be a concrete or masonry structure that would not be a source of glare. It would not include large windows or other reflective surfaces. Water CIP Project R-7 proposes new security lighting on the perimeter of the Maerkle Reservoir site, which is located adjacent to a residential neighborhood. Nighttime security lighting at this pump station and reservoir would be similar to security lighting on the neighboring residences and would not be a substantial new source of nighttime lighting. Therefore, construction of the Water CIP projects would result in a less than significant impact related to lighting and glare.

Recycled Water CIP Projects

The relocated tank proposed in recycled water CIP project P77 would be coated similar to the existing Twin D Tank and would not be a substantial new source of glare. This project would not increase nighttime lighting compared to existing conditions. Therefore, construction of the Recycled Water CIP projects would result in a less than significant impact related to lighting and glare.

Mitigation Measures

Impacts related to lighting and glare would be less than significant. No mitigation is required.

Significance After Mitigation

Impacts related to lighting and glare would be less than significant without mitigation.

4.1.4 Cumulative Impacts

Aesthetics Cumulative Issue Summary

Would implementation of the Sewer, Water, and Recycled Water Master Plans have a cumulatively considerable contribution to a cumulative aesthetic impact considering past, present, and probable future projects?

Cumulative Impact	Significant?	Project Contribution
Local degradation of visual character.	Yes	Not cumulatively considerable.
Local degradation of scenic vistas.	Yes	Not cumulatively considerable.
Scenic Resources	Yes	Not cumulatively considerable.
Regional light pollution.	Yes	Not cumulatively considerable.

4.1.4.1 Visual Character

Visual impacts tend to occur on a localized level; therefore, the geographic context for the analysis of cumulative impacts to visual character encompasses the public viewsheds from which above-ground CIP projects would be visible. Carlsbad is a predominantly residential community with a coastal and mixed development atmosphere. This visual landscape consists of a mixture of urban uses, infrastructure, and hillsides. The areas of Vista, San Marcos, and Oceanside within the future recycled water service area are developed with residential and commercial land uses interspersed with open space. As Carlsbad and the surrounding area continues to develop, the appearance of the service areas will continue to change to a more urbanized landscape. New development could result in localized changes in visual character if the design of a cumulative project was inconsistent with the visual character of an area. Therefore, the baseline cumulative impact to visual character due to construction and development within the sewer, water, and recycled water service areas is significant because it cannot be assumed that all cumulative projects would incorporate landscaping and design measures that would ensure the existing visual character of their project area is not visually altered. As discussed in Section 4.1.3.1 (Issue 1) above, the proposed Sewer, Water, and Recycled Water CIP projects would result in less than significant impacts to

visual character and the development of the CIP projects under the proposed Master Plans would not result in a cumulatively considerable contribution to a significant cumulative visual character impact within the local viewsheds.

4.1.4.2 Scenic Vistas

Visual impacts tend to occur on a localized level; therefore, the geographic context for the analysis of cumulative impacts to scenic vistas encompasses the public viewsheds from which above-ground CIP projects and access roads would be visible. Cumulative development within the vicinity of above-ground CIP projects and pipeline access roads could result in significant scenic vista impacts if the project is located on a designated scenic vista and if the design of the cumulative project impairs the existing visual character of that scenic vista. The baseline cumulative impact to scenic vistas due to cumulative construction and development within the sewer, water, and recycled water service areas is significant because cumulative growth in the services area would contribute to a loss of scenic vistas. As discussed in Section 4.1.3.2 (Issue 2) above, the majority of the proposed CIP projects would replace/rehabilitate existing facilities, occur adjacent to existing facilities, be located underground, or would not be located with a scenic vista and would not significantly impact scenic vistas because upon completion of construction, the viewshed of these areas would not differ substantially from existing conditions or obstruct existing views. Impacts related to scenic vistas would be less than significant. Consequently, the Master Plans would not result in a cumulatively considerable contribution to a cumulatively significant impact associated with scenic vistas within the local viewshed.

4.1.4.3 Scenic Resources

Visual impacts tend to occur on a localized level; therefore, the geographic context for the analysis of cumulative impacts to scenic resources encompasses the public viewsheds of scenic resources from which above-ground CIP projects and access roads would be visible. Cumulative development within the vicinity of above-ground CIP projects and pipeline access roads could result in the removal of scenic resources and increase the density of development along scenic roadways that would adversely affect views. The baseline cumulative impact to scenic vistas due to cumulative construction and development within the sewer, water, and recycled water service areas is significant. However, as discussed in Section 4.1.3.3 (Issue 3) above, permanent visual impacts related to proposed CIP projects in the Master Plans would only occur from above-ground facilities, including new buildings, a bridge, and pipeline access roads. Many of the CIP projects would involve constructing new facilities on property that contain existing infrastructure, and would not result in the removal of any scenic resources. Additionally, due to the small size of the CIP project sites, motorists on the scenic roadways and passengers on the rail line would not be able to view the above-ground projects for any substantial length of time, including access road projects. Any above-ground components would be designed with exterior fencing, paint, and vegetative screening to reduce aesthetic impacts in visually sensitive areas. Therefore, the Master Plans would not result in a cumulatively considerable contribution to a cumulatively significant impact associated with scenic resources.

4.1.4.4 Night Lighting

The geographic context for the analysis of cumulative impacts relative to night lighting encompasses the urban areas within the sewer, water, and recycled water service areas (Carlsbad, San Marcos, Oceanside, and Vista). Night lighting from these areas contribute to “light dome” effects, which

contributes to regional light pollution. The San Marcos and Oceanside Municipal Codes include restrictions on nighttime lighting in some zones. However, the codes cover a small area of the sewer, water, and recycled water service areas and are intended to address localized nuisance impacts, not regional increases in ambient light. Therefore, the baseline cumulative impact to regional light pollution in the vicinity of the sewer, water, and recycled water service areas is significant. As discussed above in Section 4.1.3.3 (Issue 3), the CIP projects would result in minimal new emergency and security lighting as a result of new above-ground structures. Most CIP projects that include lighting would be located on existing sites or within neighborhoods that are existing sources of nighttime lighting. The minimal lighting associated with the CIP structures would not substantially increase lighting in these areas. The remaining CIP projects would not introduce any additional lighting to the area and would not add to cumulative night lighting effects. Therefore, impacts would be less than significant and the Master Plans would not result in a cumulatively considerable contribution to regional light pollution.

4.1.5 References

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